

[27th April 1959]

Note—An asterisk () at the commencement of a speca indicates revision by the Member.)*

II.—ANNOUNCEMENT *RE* MESSAGE FROM THE GOVERNOR.

MR. SPEAKER : I have to announce that the Governor has given his recommendation for the consideration in the Madras Legislative Assembly of the following Bills :—

- (1) The Madras Hindu Religious and Charitable Endowments Bill, 1959.
- (2) The Madras Khadi and Village Industries Board Bill, 1959.
- (3) The Madras Agricultural Produce Markets Bill, 1959.
- (4) The Madras Land Improvement Schemes Bill, 1959.

III.—STATEMENT *RE* BUS ACCIDENT ON KARAMADAI-GEDDAI ROAD.

MR. SPEAKER : The Hon. Minister in charge of Electricity will now make the statement regarding the bus accident on Karamadai-Geddai Road.

Before the Hon. Minister makes the statement I wish to point out to hon. Members that there are two ways of discussing the matter, one by means of short notice questions and . . .

THE HON. SRI C. SUBRAMANIAM : After the Hon. Minister makes the statement we will take a decision on that.

* THE HON. SRI V. RAMAIAH : With deep regret I wish to inform the House about the unfortunate bus accident that occurred on the 23rd April 1959 at 4-30 p.m. on Karamadai-Geddai Road. The ill-fated bus left Vallianagadu on its last journey at 3-30 p.m. and reached the scene at about 4-30 p.m. While negotiating the Hair-pin bend No. 12 on the road, the conductor got down to give direction to the driver and the driver after going forward appears to have reversed the bus and lost control; thereby resulting in the bus rolling down the slope to a depth of about 80 feet and landed on its top with the wheels upward. The bus crashed to pieces sandwiching the passengers between the roof and the seat.

Information reached the Executive Engineer, Geddai, through a jeep which was going ahead of the bus and the Executive Engineer with the medical officer and his staff immediately rushed to the scene and rendered necessary medical aid after extricating the victims. Seventeen persons including the driver died instantaneously. Five persons sustained serious injuries and they were rushed to the Headquarters Hospital, Ootacamund. All the deceased and the injured persons were of various avocations such as labourers, petty

27th April 1959]

[Sri V. Ramaiah]

merchants, etc. (Particulars of deceased : Labourers 7, merchants 2, contractor 1, driver 1, tea-shop keepers 2, sweeper 1 and mazdoor in search of employment 1, unidentified 2 appear to be mazdoors). Of the 17 persons died at the spot 16 were males and one female. Fifteen bodies were identified and necessary help was rendered to their relatives for their burial and as the two unidentified bodies were already tending to decompose and all efforts to trace identity proved futile, they were given public burial after taking their finger-prints and photographs.

Special medical aid was given to all the five persons at the Government Headquarters Hospital. In spite of this aid one of the five injured succumbed to his injuries on 26th April 1959 at 1 a.m. Others are progressing.

The District Collector, the Superintendent of Police and other officials visited the spot immediately and rendered all necessary assistance.

I visited the scene of occurrence and also the hospital and personally looked into the matter. It is incorrect to say that the road in question is not fit for heavy vehicular traffic. The road in question is a pucca metalled road fit for heavy vehicular traffic, and many such vehicles are being run. At the hair-pin bend in question, the width of the road is nearly 47 feet and is wide enough for heavy vehicular traffic.

The bus involved is MDE 1251 belonging to Thundamuthur Trading Corporation Company, Limited, Coimbatore and is a 1959 new diesel Fargo Bus, and was put on the road only recently. Its mechanical conditions were excellent.

The Electricity Department officials acted promptly and quickly in rendering necessary assistance.

On behalf of the Government and on my own behalf I convey our deep sympathies to the relatives of the victims. Government appreciates the District Collector, the Superintendent of Police, the Superintending Engineer, Kundah and other officials for the prompt action taken by them.

MR. SPEAKER : In view of the statement made by the Hon. Minister, is the hon. Member T. S. Ramaswamy Pillai pressing his motion for adjournment?

SRI T. S. RAMASWAMY PILLAI : No, Sir. But we have given notice of short notice question on the same subject.

SRI T. T. DANIEL : We are anxious to elicit further information.

MR. SPEAKER : I have no objection if the Hon. Minister is prepared to answer the short notice question.

[27th April 1959]

SRI V. K. RAMASWAMY MUDALIAR: In the meantime, may I request the Hon. Minister to give wide publicity about the deceased persons?

THE HON. SRI V. RAMIAH: I said in my statement, that of the 17 persons 15 have been identified, and necessary assistance was rendered to the relatives.

MR. SPEAKER: I hope the Hon. Minister will reply to the short notice question tomorrow?

THE HON. SRI V. RAMIAH: I will be able to reply the question only the day after tomorrow, that is 29th.

MR. SPEAKER: Now we will take up the Government motion.

IV.—GOVERNMENT MOTION.

THE ANDHRA PRADESH AND MADRAS (ALTERATION OF BOUNDARIES) BILL, 1959.

THE HON. SRI C. SUBRAMANIAM: Mr. Speaker, Sir, I move—

THE HON. SRI C. SUBRAMANIAM: After the Hon. Minister tion of Boundaries) Bill, 1959, be taken into consideration '.

கனம் சபாநாயகர் அவர்களே, இந்த நிகழ்ச்சி நிரலில் “ஏ” என்று ஒருபகுதி, “பி” என்று ஒரு பகுதி என்று இரண்டு திருத்தங்கள் கொடுக்கப்பட்டிருக்கின்றன. சட்டப்படி இரண்டாவது திருத்தத்தை மட்டும் இங்கு பிரேரேபித்தால் போதும் என்று சொல்லுகிறார்கள். அந்த இரண்டாவது பகுதியை மட்டும் நான் இங்கே பிரேரேபித்திருக்கிறேன்.

ஆந்திரப் பிரிவினை 1956-ம் வருஷத்தில் ஏற்பட்டதென்பது அங்கத்தினர்களுக்கு ஞாபகம் இருக்கலாம். ஆந்திரா பிரிந்து இப்பொழுது 6 வருஷமாகிவிட்டது. அந்தப் பிரிவினை காலத்தில் “எந்தெந்தப் பகுதிகள்” ஆந்திராவுடன் சேர வேண்டும்? எந்தெந்த பகுதிகள் சென்னை மாகாணத்தோடு சேரவேண்டுமென்பது பற்றி முடிவாக ஒன்றும் கொடுக்கமுடியா திருந்த காரணத்தால் அப்பொழுது ஜில்லா வாரியாகப் பிரிவினை செய்யப்பட்டது. சித்தூர் ஜில்லாவில் சில பகுதிகள் நமக்குச் சேர வேண்டுமென்று நாம் கேட்டுக் கொண்டிருந்தோம். அதே மாதிரி அவர்கள் செங்கல்பட்டு ஜில்லாவில் சில பகுதிகள், மற்ற சில பகுதிகள் ஆந்திராவுக்குச் சேரவேண்டுமென்று கேட்டுக் கொண்டிருந்தார்கள். இது முழுவதையும் பரிசீலனை செய்து முடிவெடுக்கக் காலமாகு மென்று கருதி ஜில்லா அடிப்படையில் மாறுதல் செய்யப்பட்டது. அதோடு தமிழ் நாட்டில் இருக்கக் கூடியவர்கள் “திருவேங்கடம் முதல் கன்னியா குமரி வரை தமிழ் நாட்டோடு சேரவேண்டும்” என்று கோரிக்கையை பிரசாரம் செய்து கொண்டிருந்தார்கள். கிளர்ச்சிகள் கூட நடந்தன ஆந்திரர்கள் “சென்னை ராஜ்யம் மனதே” என்ற கிளர்ச்சியைச் செய்து கொண்டிருந்தார்கள். இதிலே நியாயமாக ஒரு முடிவு எடுக்கவேண்டி யிருந்ததால் அந்தச் சமயத்தில் எந்த வித முடிவுக்கும் வர முடியாமல்